

## Message Text

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65

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FM AMEMBASSY QUITO  
TO SECSTATE WASHDC 6042  
INFO AMCONSUL GUAYAQUIL  
USIA WASHDC  
AMEMBASSY LIMA

UNCLAS QUITO 4402

USIA FOR IOP

E.O. 11652: N/A  
TAGS: EAIR, EC  
SUBJECT: CIVIL AIR DISPUTE

1. MEDIA CRITICISM OF THE GOE DIRECTORATE OF CIVIL AVIATION AND ITS POLICY OF LIMITING PASSENGER SPACE ON FOREIGN FLAG CARRIERS INTO AND OUT OF THE COUNTRY CONTINUED TODAY TO BRING PRESSURE ON THE AGENCY TO BOLSTER THE SAGGING TOURIST INDUSTRY.

2. EL COMERCIO OF QUITO, THE LEADING CRITIC, CARRIED A LONG ARTICLE WRITTEN MUCH LIKE AN EDITORIAL, HEADLINED "WITHOUT ADEQUATE AIR TRANSPORT THERE WILL BE NO TOURISM; WITHOUT INCREASING TOURISM THE NATIONAL AIR LINE WILL NOT PROGRESS." THE BASIS FOR THE ARTICLE WAS A MEMORANDUM PREPARED BY A TOURIST AGENCY REPRESENTATIVE INCLUDING THE PRINCIPAL POINTS OF A ROUND-TABLE DISCUSSION ON THE SITUATION. THE MEMO, ACCORDING TO THE ARTICLE, WAS PRESENTED TO THE MINISTER OF DEFENSE AS PRESIDENT OF THE CIVIL AVIATION COUNCIL. BLOCK QUOTES FOLLOW.  
"THE TOURISTS PANORAMA OF THE COUNTRY FOR 1976 IS BLEAK..."

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DUE TO THE INSECURITY AND THE LIMITATIONS OF FREQUENCIES

OF INTERNATIONAL FLIGHTS APPROVED BY THE NATIONAL AERONAUTICAL AUTHORITY.....

"IT IS PROVEN THAT THE CONFLICT ORIGINATED IN THE CONCLUSIVE -- AND PERHAPS TEMPORARY -- PERUVIAN POSITION OF LIMITING FLIGHT FREQUENCIES OF THE AMERICAN COMPANY (BRANIFF); THIS REBOUNDED TO DAMAGE TOURISM TO AND FROM ECUADOR. THEN CAME THE UNDENIABLE RIGHT OF ECUATORIANA TO HAVE PRIMACY IN TRANSPORT BECAUSE THIS IS LOGICAL AND JUST. BUT REALITY WAS DIFFERENT, BECAUSE BY LIMITING FLIGHT FREQUENCIES, THE TOURIST FLOW SLOWED IN ALARMING PROPORTIONS.

"THE MEMORANDUM CONTAINS, AMONG OTHER THINGS, THE FOLLOWING:

"THE TOURISM THE COUNTRY HAS IS IN ESSENCE WHAT WE WOULD CALL 'TRANSIENT TOURISM.' 'TRANSIENT TOURISM' MEANS OUR COUNTRY IS PART OF A PROGRAMMED TOUR THAT INCLUDES A FEW DAYS' VISIT IN OTHER CITIES, ALL WITH PREDETERMINED DATES. THAT IS, THE COORDINATION OF TRANSPORTATION IS FUNDAMENTAL FOR THE SUCCESS OF THESE TOURS.

"WE MUST CONCLUDE THAT, ON TAKING ANY KIND OF RESTRICTIVE MEASURE, THE TOURISM SECTOR MUST BE CONSULTED ... SO THAT TOURISTS CAN CONTINUE THEIR TRIPS ON INTERNATIONAL AIRLINES THAT ARE OPERATING WITHOUT RESTRICTIONS AT LEAST FOR THE TIME REQUIRED TO FIND ANOTHER SOLUTION.

"WE AGREE IN PRINCIPLE THAT REGIONAL TRAFFIC ABOVE ALL IS THE PATRIMONY OF THE RESPECTIVE COUNTRIES THAT MUST TRY TO RESERVE THEM FOR THE RESPECTIVE AIRLINES OF THE REGION.

"...WE INSIST ONCE MORE THAT WE ARE IN AGREEMENT WITH CERTAIN TYPES OF RESTRICTIVE MEASURES IN BENEFIT OF THE NATIONAL AIRLINE.

"WITHOUT ADEQUATE AIR TRANSPORT, THERE WILL BE NO TOURISM. AND WITHOUT INCREASING TOURISM THE NATIONAL AIRLINE WILL NOT BE ABLE TO PROGRESS. THE TWO MUST MARCH TOGETHER WITH ONE COMMON OBJECTIVE."

3. EL TIEMPO EDITORIAL COLUMNIST PABLO DE LA ENCINA ALSO WROTE ON THE SUBJECT IN AN ARTICLE HEADLINED "NOW TOURISM". BLOCK QUOTES FOLLOW.

"THE REASON THAT APPEARS TO EXPLAIN THE LAMENTABLE PHENOMENON (OF DROPPING TOURISM) LIES IN A NATIONALISM WHICH SEEKS TO ASSURE THE SUCCESS OF AN ECUADOREAN COMPANY. LIMITING FLIGHTS ... ONLY HAS PRODUCED THE FACT THAT THE PLANES OF UNCLASSIFIED

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FOREIGN COMPANIES CROSS OUR SKIES WITHOUT A PASSENGER WHO DEBARKS AT OUR AIRPORTS; THAT ECUADOR IS BEING ERASED FROM THE TOURIST MAPS AND, FURTHER, THAT THE SAME NATIONAL COMPANY THE SEEK TO FAVOR DOES NOT MAKE ITS FLIGHTS WITH A FULL PASSENGER LOAD.

"THINK OF THE GRAVE DAMAGE CAUSED TO THE ECUADOREAN ECONOMY WITH THE STRANGULATION OF TOURISM WHICH PROVIDES A LIVING FOR SO MANY THOUSANDS OF CITIZENS OF ALL SOCIAL CLASSES..."

BREWSTER

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